

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (Currently Amended) A pneumatic tire comprising  
a carcass toroidally extending between a pair of bead portions,  
a belt arranged on an outside of the carcass in a radial direction and comprised of at least two belt layers containing many reinforcing cords inclined with respect to an equatorial plane of the tire, the cords of which layers being crossed with each other,  
a belt reinforcement arranged on an inside of the belt in the radial direction and comprised of at least one belt reinforcing layer embedded with reinforcing elements extending in a circumferential direction,  
and a tread rubber arranged on outsides of the belt and the belt reinforcement in the radial direction, in which a widthwise outer end of a widest-width belt reinforcing layer is arranged outward from a widthwise outer end of a widest-width belt layer among the belt layers, and  
a restraining rubber having a JIS hardness not less than a JIS hardness of a coating rubber for the widest-width belt reinforcing layer is arranged outward from the widthwise outer end of the widest-width belt reinforcing layer at least in a direction directly adjacent to the widthwise outer end of the widest-width belt reinforcing layer in an axial direction, wherein:  
the restraining rubber has a width of not less than 4 mm from the widthwise outer end of the widest-width belt reinforcing layer; and

the restraining rubber is extended inward in the widthwise direction so as to envelop the widthwise outer end part of the belt reinforcement from its outside and inside in the radial direction.

2. (Original) A pneumatic tire according to claim 1, wherein the JIS hardness of the restraining rubber is 65-85 degrees.

3. (Original) A pneumatic tire according to claim 1, wherein a gauge of the restraining rubber at a boundary between the widthwise outer end of the widest-width belt reinforcing layer and the restraining rubber is made not less than a thickness at the widthwise outer end of the belt reinforcement.

4. (Original) A pneumatic tire according to claim 1, wherein the restraining rubber is integrally united with the coating rubber for the belt reinforcing layer.

5. (Cancelled)

6. (Original) A pneumatic tire according to any one of the claims 1 to 5, wherein when the JIS hardness of the restraining rubber is not less than 65 degrees but not more than 80 degrees, the restraining rubber is passed over an outside of the widthwise outer end part of the belt reinforcement in the radial direction and extended inward in the widthwise direction up to a zone between the belt reinforcement and a widthwise outer end part of a widest-width belt layer.

7. (Cancelled)

8. (Original) A pneumatic tire according to claim 1 or 2, wherein the restrained rubber is comprised of two or more radially laminated rubber layers having different JIS hardnesses, and a JIS hardness of a rubber layer located near to the carcass among the rubber layers becomes smaller than that of the remaining rubber layer.

9. (Original) A pneumatic tire according to claim 1, wherein when the JIS hardness of the restraining rubber exceeds 85 degrees, a rubber layer having a JIS hardness smaller than that of a coating rubber for the carcass is interposed between the carcass and the restraining rubber.

10. (Previously Presented) A pneumatic tire according to claim 1, wherein the width of the restraining rubber is measured at a radial center of a thickness of the widest-width belt reinforcing layer along a direction parallel to the carcass.

11. (New) A pneumatic tire comprising  
a carcass toroidally extending between a pair of bead portions,  
a belt arranged on an outside of the carcass in a radial direction and comprised of at least two belt layers containing many reinforcing cords inclined with respect to an equatorial plane of the tire, the cords of which layers being crossed with each other,

a belt reinforcement arranged on an inside of the belt in the radial direction and comprised of at least one belt reinforcing layer embedded with reinforcing elements extending in a circumferential direction,

and a tread rubber arranged on outsides of the belt and the belt reinforcement in the radial direction, in which a widthwise outer end of a widest-width belt reinforcing layer is arranged outward from a widthwise outer end of a widest-width belt layer among the belt layers, and

a restraining rubber having a JIS hardness not less than a JIS hardness of a coating rubber for the widest-width belt reinforcing layer is arranged outward from the widthwise outer end of the widest-width belt reinforcing layer at least in a direction directly adjacent to the widthwise outer end of the widest-width belt reinforcing layer in an axial direction, wherein:

the restraining rubber has a width of not less than 4 mm from the widthwise outer end of the widest-width belt reinforcing layer; and

the restraining rubber is integrally united with the coating rubber for the belt reinforcing layer.

12. (New) A pneumatic tire comprising

a carcass toroidally extending between a pair of bead portions,

a belt arranged on an outside of the carcass in a radial direction and comprised of at least two belt layers containing many reinforcing cords inclined with respect to an equatorial plane of the tire, the cords of which layers being crossed with each other,

a belt reinforcement arranged on an inside of the belt in the radial direction and comprised of at least one belt reinforcing layer embedded with reinforcing elements extending in a circumferential direction,

and a tread rubber arranged on outsides of the belt and the belt reinforcement in the radial direction, in which a widthwise outer end of a widest-width belt reinforcing layer is arranged outward from a widthwise outer end of a widest-width belt layer among the belt layers, and

a restraining rubber having a JIS hardness not less than a JIS hardness of a coating rubber for the widest-width belt reinforcing layer is arranged outward from the widthwise outer end of the widest-width belt reinforcing layer at least in a direction directly adjacent to the widthwise outer end of the widest-width belt reinforcing layer in an axial direction, wherein:

the restraining rubber has a width of not less than 4 mm from the widthwise outer end of the widest-width belt reinforcing layer; and

when the JIS hardness of the restraining rubber is not less than 65 degrees but not more than 80 degrees, the restraining rubber is passed over an outside of the widthwise outer end part of the belt reinforcement in the radial direction and extended inward in the widthwise direction up to a zone between the belt reinforcement and a widthwise outer end part of a widest-width belt layer.

13. (New) A pneumatic tire comprising

a carcass toroidally extending between a pair of bead portions,

a belt arranged on an outside of the carcass in a radial direction and comprised of at least two belt layers containing many reinforcing cords inclined with respect to an equatorial plane of the tire, the cords of which layers being crossed with each other,

a belt reinforcement arranged on an inside of the belt in the radial direction and comprised of at least one belt reinforcing layer embedded with reinforcing elements extending in a circumferential direction,

and a tread rubber arranged on outsides of the belt and the belt reinforcement in the radial direction, in which a widthwise outer end of a widest-width belt reinforcing layer is arranged outward from a widthwise outer end of a widest-width belt layer among the belt layers, and

a restraining rubber having a JIS hardness not less than a JIS hardness of a coating rubber for the widest-width belt reinforcing layer is arranged outward from the widthwise outer end of the widest-width belt reinforcing layer at least in a direction directly adjacent to the widthwise outer end of the widest-width belt reinforcing layer in an axial direction, wherein:

the restraining rubber has a width of not less than 4 mm from the widthwise outer end of the widest-width belt reinforcing layer; and

the restrained rubber is comprised of two or more radially laminated rubber layers having different JIS harnesses, and a JIS hardness of a rubber layer located near to the carcass among the rubber layers becomes smaller than that of the remaining rubber layer.

14. (New) A pneumatic tire comprising

a carcass toroidally extending between a pair of bead portions,

a belt arranged on an outside of the carcass in a radial direction and comprised of at least two belt layers containing many reinforcing cords inclined with respect to an equatorial plane of the tire, the cords of which layers being crossed with each other,

a belt reinforcement arranged on an inside of the belt in the radial direction and comprised of at least one belt reinforcing layer embedded with reinforcing elements extending in a circumferential direction,

and a tread rubber arranged on outsides of the belt and the belt reinforcement in the radial direction, in which a widthwise outer end of a widest-width belt reinforcing layer is arranged outward from a widthwise outer end of a widest-width belt layer among the belt layers, and

a restraining rubber having a JIS hardness not less than a JIS hardness of a coating rubber for the widest-width belt reinforcing layer is arranged outward from the widthwise outer end of the widest-width belt reinforcing layer at least in a direction directly adjacent to the widthwise outer end of the widest-width belt reinforcing layer in an axial direction, wherein:

the restraining rubber has a width of not less than 4 mm from the widthwise outer end of the widest-width belt reinforcing layer; and

when the JIS hardness of the restraining rubber exceeds 85 degrees, a rubber layer having a JIS hardness smaller than that of a coating rubber for the carcass is interposed between the carcass and the restraining rubber.